

ENDNOTES

Executive Summary

1. Estimates of net domestic outmigration from the SCAG region during the 1990s have been revised from approximately 1.5 million to 1.2 million by the California Department of Finance.
2. For more information about the SCAG Compass 2% Strategy, please visit www.scag.ca.gov or www.socalcompass.org.
3. For more information about the Regional Strategy for Goods Movement as well as SCAG's other planning initiatives and activities, please visit www.scag.ca.gov.

Population

1. In addition to domestic migration, the other two components contributing to population growth are natural increase (births over deaths) and net foreign immigration. Between 1990 and 2004, natural increase and net foreign immigration had much smaller year-to-year variations than domestic migration. Hence, the variations in domestic migration largely determined the fluctuation of annual population growth in the region.
2. Myers, D., Pitkin, J., & Park, J. 2004. *California's Immigrants Turn the Corner*. University of Southern California, Urban Initiative.
3. Pitkin, J. 2004. *Three Demographic Waves and the Transformation of the Los Angeles Region, 1970-2000*. Population Dynamics Research Group, School of Policy, Planning and Development. University of Southern California.
4. Myers, D., Pitkin, J., & Park, J. 2005. *California Demographic Futures, Summary Report*. Population Dynamics Group, School of Policy, Planning and Development. University of Southern California.

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6. Ibid
7. Ramakrishnan, S. Kathick and Hans P. Johnson. 2005. *Second Generation Immigrants in California*, Public Policy Institute of California.
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The Economy

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2. *Business Week*, August 8, 2005, p. 25.
3. Data on employment by sector discussed in this section are based on the *Labor Market Information* published by the California Employment Development Department.
4. Center for the Continuous Study of the California Economy, *California Economic Growth*, 2004 Edition, p. 8-8.
5. The 2004 average payroll per job information is based on data from the *Quarter Census of Employment and Wages*, California Employment Development Department.
6. Detroit's per capita personal income in 2003 reflected the large contribution of automakers to the pension funds of their workers to reduce their unfunded pension liability.
7. U.S. Census Bureau. *American Community Survey*, 2003 and 2004.
8. U.S. Census Bureau. 2005. *Income, Poverty and Health Insurance Coverage in the United State: 2004*. Current Population Reports.
9. Ibid.

10. Southern California Association of Governments. *The State of the Region 2002*, p. 26, Figure 26, available: www.scag.ca.gov/publications.
11. Southern California Association of Governments. *The State of the Region 2004*, p. 35, Figure 23, available: www.scag.ca.gov/publications.
12. Southern California Association of Governments. *The State of the Region 2004*, p. 35-36, Figures 24 to 26.
13. U.S. Census Bureau. 2005. *Income, Poverty and Health Insurance Coverage in the United State: 2004*. Current Population Reports.
14. Ibid.
15. U.S. Census Bureau, *American Community Survey*, 2000 and 2004.
16. All taxable sales data in this section are from the California State Board of Equalization.
17. Data on direct international trade employment are from the *International Trade Trends and Impacts, the Los Angeles Region*, published by the Los Angeles Economic Development Corporation in 2005. Direct international trade employment includes activities related to moving commodities in and out of the customs district and does not include any manufacturing activities.
18. Los Angeles Economic Development Corporation. 2005. *International Trade Trends and Impacts, the Los Angeles Region*.

Housing

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2. U.S. Census Bureau. *American Community Survey*, 2004.
3. California Center for Border and Regional Economic Studies. 2004. *Imperial Valley Housing Market: A Preliminary Analysis*. San

Diego State University – Imperial Valley Campus. Data is based on median home price.

4. Johnson, H. P., & Bailey, A. 2005. *California's Newest Homeowners: Affording the Unaffordable*. Public Policy Institute of California.
5. Ibid.
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4. Southern California Association of Governments. 2003. *Draft RTP EIR*, p.3.3-9.
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11. Ong, P. and Haselhoff, K. 2005. *Perceptions of Congestion Not Universal*, Southern California Public Opinion Survey, SCS Fact Sheet, Vol. 1, No. 10, UCLA Lewis Center for Regional Policy Studies.
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13. See note 11 above.
14. Southern California Association of Governments. 2003. *Draft RTP EIR* p.3.3-1.
15. U.S. Census Bureau, *American Community Survey*, 2000 and 2004.
16. See note 11 above.
17. U.S. Census Bureau.
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19. U.S. Census Bureau.
20. *The Journal of Commerce*, July 11, 2005.
21. Husing, J. E. 2004. *Logistics and Distribution: Answer to Regional Upward Mobility*.
22. Bureau of Transportation Statistics. 2004. *America's Freight Transportation Gateways*.

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3. South Coast Air Quality Management District.
4. Ibid.
5. Ibid.
6. Ibid.
7. California Air Resources Board.
8. South Coast Air Quality Management District.
9. Ibid.
10. SCAG staff estimates based on various water management plans in the region.
11. All beach closure data in this section are based on *Testing the Waters: A Guide to Water Quality at Vacation Beaches*, published by the Natural Resources Defense Council, 2005.
12. California Integrated Waste Management Board, available: <http://www.ciwmb.ca.gov/Landfills/tonnage>. The CIWMB obtains disposal information from returns filed with the California State Board of Equalization by disposal facility (landfill) operators. The figures reflect the amount of waste that is landfilled, or disposed of, in the SCAG region, as reported by each facility operator, rather than the total amount of waste generated in the region.
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3. California Department of Justice, *Hate Crimes in California, 2004*.

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